

FIG. 1A

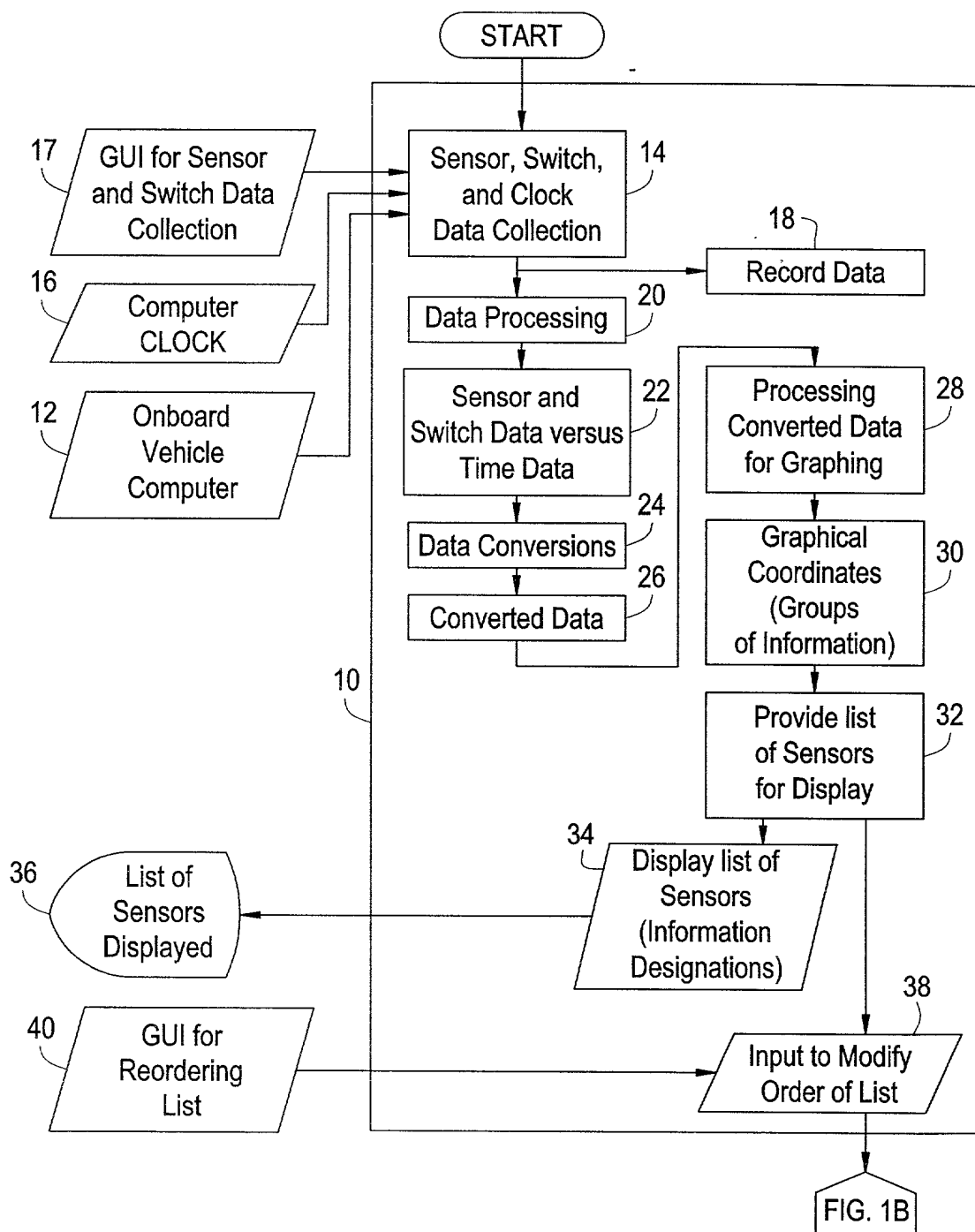


FIG. 1B

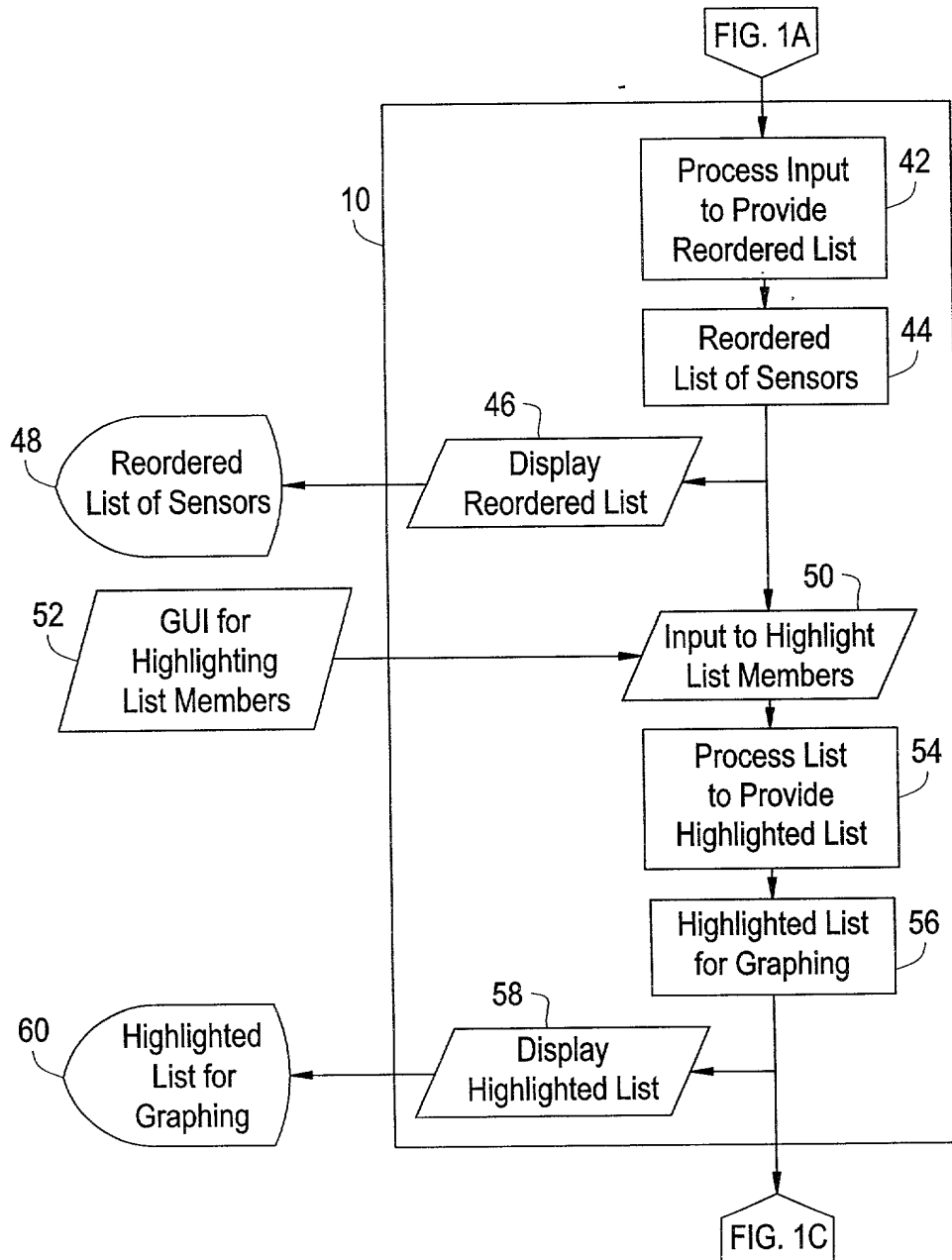


FIG. 1C

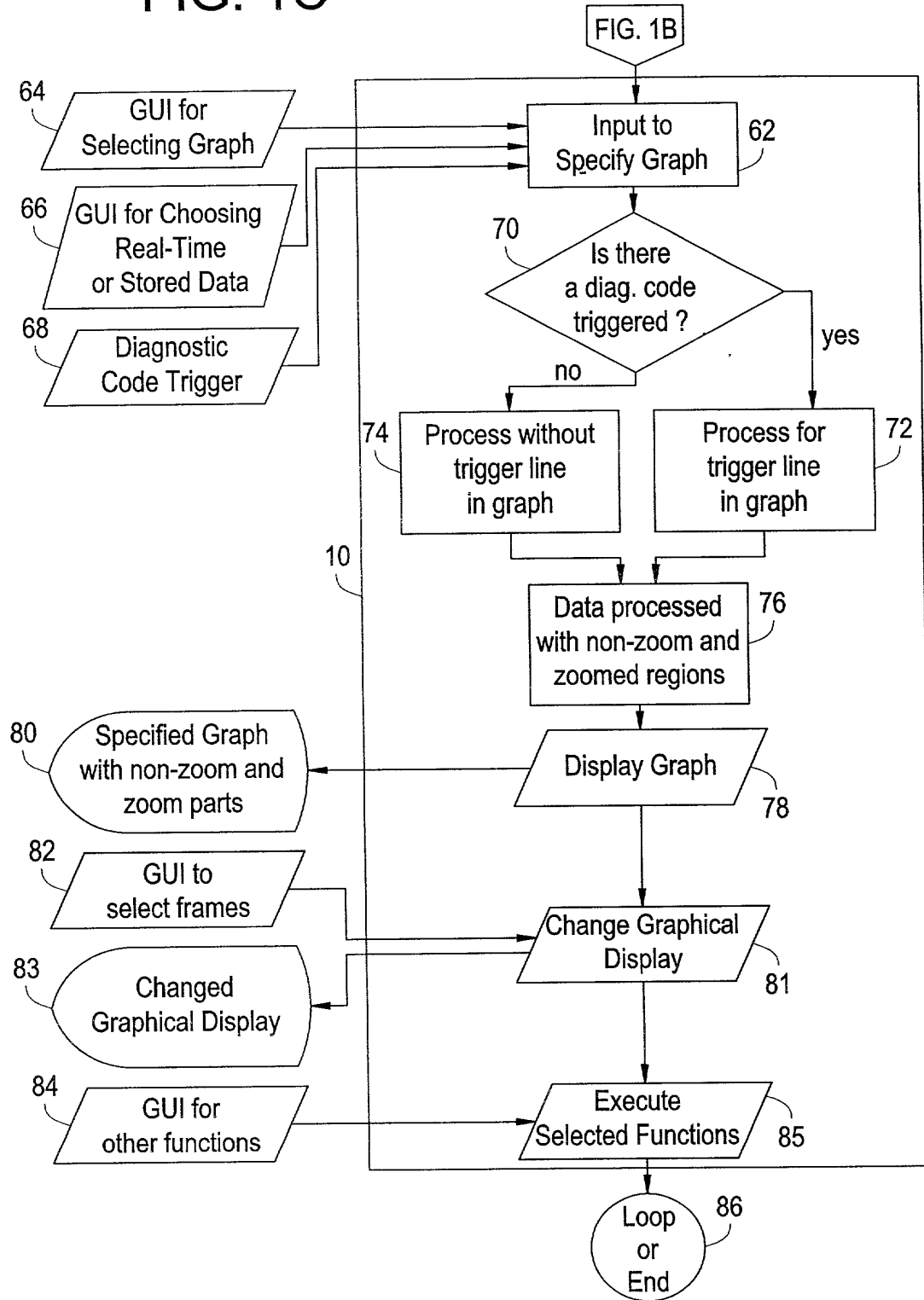


FIG. 2

| | | |
|----------------------|--------|-----|
| IGN CNTRL 24X SIGNAL | 3 | rpm |
| MAF Frequency | 6584.0 | Hz |
| Engine Run Time | 14617 | hr |
| INJ PULSE WIDTH | 14905 | ms |
| MASS AIR FLOW | 53562 | ? |
| ENGINE SPEED | 18129 | rpm |
| BARO PRESSURE | 70 | kpa |
| HO2S Xcounts Bank 1 | 191 | cnt |
| KNOCK RETARD | 922.5 | Deg |
| Desired EGR Position | 11300 | % |
| Desired Idle Spd | 68 | rpm |
| FT Cell (BLM) | 184 | cnt |

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FIG. 3

| | | |
|----------------------|---------------|------------|
| IGN CNTRL 24X SIGNAL | 23 | rpm |
| MAF Frequency | 12828.0 | Hz |
| Engine Run Time | 29746 | hr |
| INJ PULSE WIDTH | 2164 | ms |
| MASS AIR FLOW | 56072 | ? |
| ENG SPEED | 6619 | rpm |
| BARO PRESSURE | 25 | kpa |
| HO2S Xcounts Bank 1 | 60 | cnt |
| KNK RETARD | 3510.0 | Deg |
| Desired EGR Position | 3000 | % |

Frame: 0

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FIG. 4

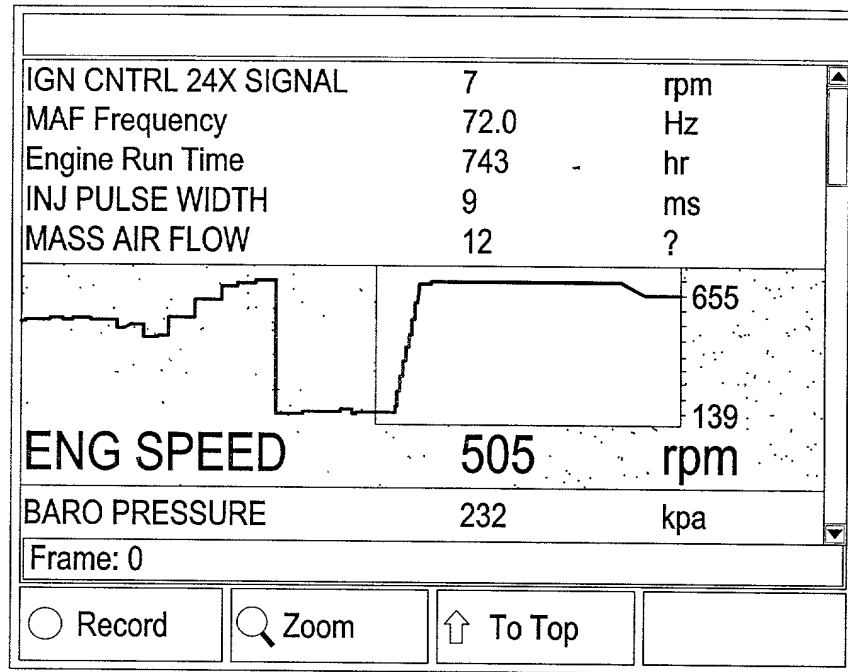


FIG. 5

